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Bulgarian trawler loses £102,040 in Irish court

A 290 ft. Bulgarian factory trawler caught inside Irish fishing limits this week has had her gear and catch worth £102,040 confiscated by Cork District Court.

The 2,468-gross ton *Aurelia* was spotted off the East Cork coast on Monday and Captain Jorgan Kostan of Valkanov, Bulgaria, was fined the maximum under Irish law, £100.

The court ordered that the ship's gear and catch be confiscated and the skipper was ordered to sign a bond to the value of £102,040 before allowing an appeal.

Aurelia had been sighted on 14 miles inside Irish limits by the patrol ship *Grainne*. There was a threat to fire on the trawler as she tried to move outside the limit.

The ship had aboard mackerel, sprat and herring, some of which had been processed into fish meal. The

BOSTON TO PULL OUT OF SHIELDS

BOSTON Deep Sea Fisheries is pulling out of North Shields on November 1.

The firm branched out to the east coast port three years ago when North Shields looked like having a major role in the fishing industry.

With the collapse of the port's redevelopment scheme, which shot up from £2m. to over £8m. before being shelved, prospects there do not now look so bright.

Boston owns or manages five boats at the port and acts as agents to another 11 vessels. Seven shore staff will be made redundant.

The firm has been making losses at the port since it opened with the transfer of a deep-sea ship.

The seasonal North Sea sprat and herring fisheries also looked like potential money earners, but heavy fishing has suffered sea sickness. Uncertainty over limits and other factors have contributed to the painful decision.

Rumanian aground

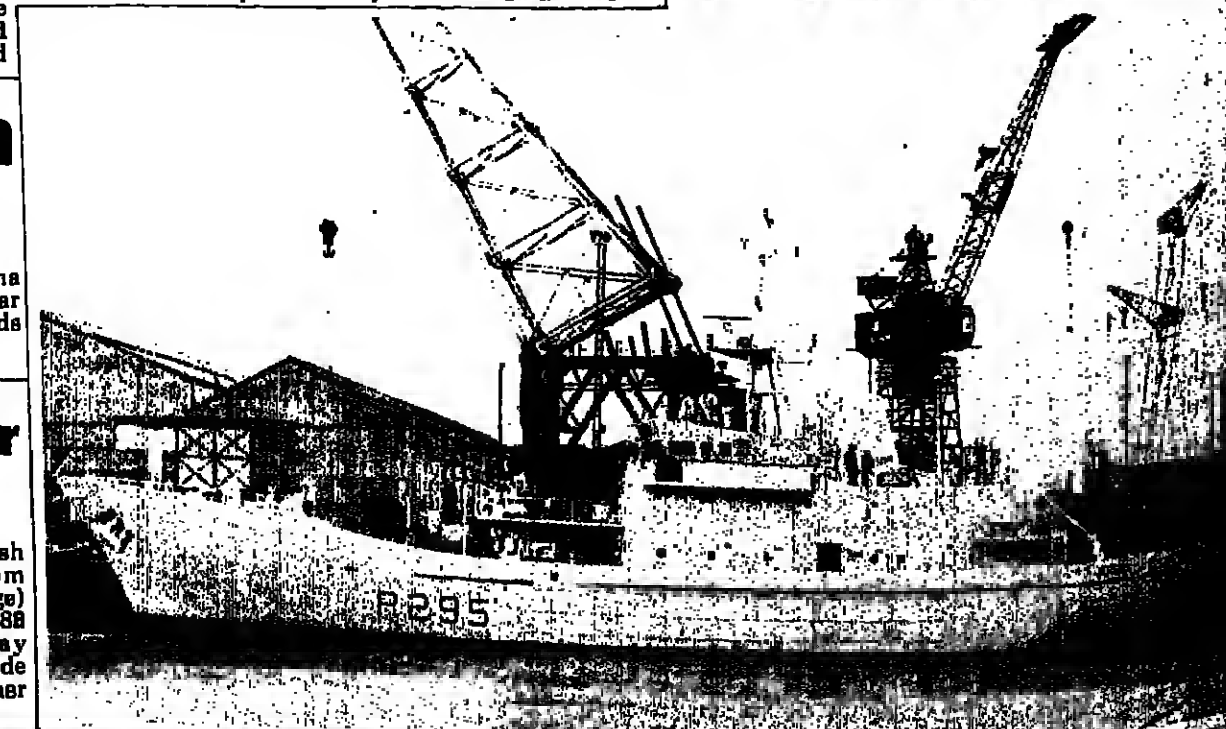
A RUMANIAN factory ship went aground on the Seven Stones Reef, the ledge between Lands End and the Scilly Isles which claimed the giant tanker *Torry Canyon* in 1967, on Wednesday.

The 84 crew of the ship, *Rarau*, took to liferafts and boats. All were picked up by a Russian trawler in the area.

Many boats joined the rescue effort, including St. Mary's lifeboat, the Royal Fleet auxiliary vessel *Tidepriser* and the tug *Amsterdam* which had steamed to the scene from Newlyn.

FIRST OF NEW PATROL BOAT SERIES READY

THE FIRST of the new Island-class patrol boats for the Royal Navy has been completed by the Aberdeen yard of Hall, Russell & Co. Ltd. These craft, designed for both fishery patrol duties and oil-rig protection, are 170 ft. long, with a beam of 36 ft. They are powered by twin 2,190 hp Ruston Paxman diesels which give a speed of 18 knots. Five of the craft are on order from the same yard and they are all being named after islands around the British coast. The first, *HMS Jersey*, is expected to enter service shortly after completing her sea trials.



Russian 'giant' lands 500-tons at Grimsby

'CHOPPER' PATROLS

FOR the first time a Royal Navy helicopter is on fishery protection duty around Shetland.

It is a Wessex 111 from the guided missile destroyer HMS Kent, at present undergoing a refit, and is working with the minesweeper HMS Cuxton.

THE LARGEST Russian fish-carrying ship ever seen at Grimsby arrived at the Humber port last week.

She was the diesel-electric vessel *Privozhsk* which docked in a commercial quay after a 30-day trip from Kialpeda, Lithuania, with a cargo of some 500 tons of frozen fish.

The fish, believed to be mainly hake, was packed whole in plastic bags and

boxed and put into cold storage at Grimsby before being delivered to the West Country.

With a 66-man crew and six women, including the ship's doctor, the 430 ft. vessel, commanded by Captain Vital Yaganov, had been working with *Privozhsk*, built in Russian trawlers in the North Atlantic, but at the last moment was diverted from her home port to

Grimsby by her Swedish agents.

Up to now it has been the policy for Russian vessels to discharge at Soviet or European ports and it is very rare for a Russian mother ship to dock at a British port. *Privozhsk*, built in Leningrad, is 18-years-old. She sailed from the port on September 24 to rejoin the Russian fleet.

Hawke's maiden from Fleetwood

THE LATEST addition to Fleetwood's middle-water fleet is making her first trip from the port.

She is the 108ft. *Admiral Hawke*, purchased from Aberdeen by the Hewitt Fishing Co. to join its other two small middle-water trawlers *London Town* and *Royalist*.

In command of *Admiral Hawke* is one of Fleetwood's most experienced middle-water skippers, Jack Kirby, who sailed for the Boston company for several years before taking command of dredgers.

continue in command of the *London Town*, while Skipper Jack Pickens now commands *Royalist*.

**£52,501 for
'Maugham'**

NEWINGTON'S wet fish trawler *Someract Maugham* (Skipper Eddie Woodbridge) has grossed £52,501 for 1,788 kits caught on a 21-day Icelandic trip. She made £59,209 for 2,648 kits on her last trip, to the area.

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BRETT TELL TOPS £75,000 Six - figures in sight

A £75,082 landing at Hull last week by Newington's stern trawler *Hammond Innes* left Skipper Bill Brettell only about £515 short of the national record. "I did not expect to break the record, but I feel someone will top the £100,000 mark before long. It can only be a matter of time and I think it could be done before Christmas", Skipper Brettell told *Fishing News*. *Hammond Innes* had been out for 23-days on her trip. After fishing in the Bear Island and Spitzbergen areas, she brought back 2,707 kits, mainly codstuffs, to average £29.07 per kit.

It was only last month, after a 21 year grin on the record, that Skipper Brettell Spanish pair trawlers, German, Farnesa and Dutch vessels were also there.

Hammond Innes has now been dry docked at Jarrow for a short while. On the day her catch was marketed (Thursday) the only other vessel landing was the North Sea seiner, *Rosenborg*, which made £5,645 for 183 kits.

On Monday BTT's *Kings-ton Pearl* (Skipper B. Turner) topped Hull market by making £51,304 for 1,860 kits, caught in a 24-day trip to the Icelandic coast. The vessel averaged £27.58 per 10 st. kit for her codstuffs.

By Wednesday this week, C. S. Forester had arrived with a £53,240 haul from Bear Island. Skipper Dick Taylor had 2,054 kits.

THE new Browne Bros. crabber *Crusader* (above) left her builders yard in North Devon on Monday under Skipper Kan Browne. The 65-footer, built by the Hinks yard at Appladore to line by Gary Mitchell of Mavaglesay, Cornwall, is one of the first wooden vessels of this size to be completed to the new DoT standards. She is also the largest crabber in the Browne fleet. A full report and pictures will appear in *Fishing News* soon.

Skipper: 'you're under arrest'

Russian trawler skipper Nikolai Shitkaruk (in uniform) is seen being led away by Irish police to be charged with illegal fishing. Illegal entry and obstructing the Irish Navy. His command, the 2,800-ton factory ship *Bafomarye* was 'spotted inside the limit' of Ireland and chased by a protection ship. Even after shots had been fired across the ship's bow the skipper continued to resist arrest. See page three.



MACKEREL BID

A FLEET of Grimsby pair trawlers and even seiners look certain to be heading for the West Country soon to work mackerel out of Plymouth.

This surprise move was disclosed to *Fishing News* last week by Fred Harrison, managing director to Grimsby owners and agents A. E. Richardson & Co. Ltd.

who has recently returned to Grimsby following an evaluation trip to Plymouth. Mr. Harrison said he is impressed with the arrangements and had discussed the project in depth with a marketing concern and Plymouth port authorities. His findings are very favourable and he has returned to Grimsby satisfied with the terms offered. The deal has been discussed with other owners in Grimsby and he feels there is sufficient interest for a successful venture.

"The indications are that, so far, eight or nine vessels look like going down. But it will be a week or two before we finalise anything and it is too early to start naming vessels," he said. "Most of those considering the idea will complete at Turn to page 3.

GUDMUNDUR JONSSON ...all the way with DECCA



Gudmundur Jonsson—new flagship of the Icelandic fishing fleet and the most sophisticated fishing vessel ever built in that country—is the first of a tough new breed of multi-purpose fishing vessels.

To complement the fishing potential of this advanced vessel, her bridge electronic equipment—all supplied by Decca-Incor

porates the latest navigational and fish-finding techniques. Her Decca fit includes the Mk21 Decca Navigator receiver, DL91, Decca Loran C receiver with inter-switch to a 350T Automatic Track Plotter, Decca 4500 Autopilot and electric steering control, Sirius Gyro Compass, a 30m Decca radar, RM924 and a 10cm RMS1230. The vessel is also fitted with a range of Simrad lighting equipment.

The Decca Navigator Company Limited
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COMMENT

FISH AT any cost! This seems to be the way East European fleets operate off the coasts of Britain and Ireland.

Last week saw two more incidents in the south-west which have made fishermen in the area frightened, not only for their fish, but also for their lives. The same has now happened off Ireland.

There is more than a hint of desperation about the way the Russians, especially, are working. As the prospects of 200-mile limit and quota restrictions close around them, many of the 600-700 big Russian trawlers in the high seas fleet look like going out of business.

For all the 'super-trawler' labels attached to them, the truth is that these are inefficient ships operating with crude equipment and crews which pose a danger to other seamen.

Collectively, this massive foreign fishing effort takes a frightening amount of fish. Individually they cannot compete. Monster 3,000-ton trawlers on the south-west mackerel grounds are known to spend sometimes a week catching 30 tons of fish. A small Scottish purse seiner takes this in a night.

When boarded it is often found that these vessels carry no detailed charts of the area and the electronic equipment is so crude, most British skippers wouldn't use it for standby gear.

Recruitment of Russian fishermen also leaves a lot to be desired. It seems they take any old 'Ivanovich' straight off the steppes and put him in a fishing boat.

This situation will not alter while British courts fine Russian skippers as much for letting a cat ashore as they do for illegal and sometimes dangerous fishing.

Shortly the Russians will be looking to the EEC for a deal on reciprocal rights. Judging by the way they have been fishing, the Russians have not furthered their case for sympathetic treatment.

CONGRATULATIONS are due this week to the Irish Sea Fisheries Board (BSM). For its efforts in developing fishing in Ireland, the board has lifted one of the top European management awards for the benefits it has brought to the country as a whole.

Over the years there have been criticisms of the way the board pampers the fishing industry in Ireland with generous financial aid. Much of this has stemmed from envy. What it does show us is that money pumped into fishing to develop a viable industry is a good investment for the community at large.

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Merchants pay £50 a kit for cod at Grimsby

TOP QUALITY cod soared to £50 a kit at Grimsby last week when about 550 kits were landed for auction on the Wednesday from only two Faroes/Westerly trips, one North Sea trawler and two seiners — one with only two kits!

A third seiner, landing 139 kits, had no cod at all. Most of the fish changed hands between £45 and £48 per kit but, inevitably, some merchants paid over and there were reports of some boxes of cod making £53.

Further cod 'highs' of around £50 were reported last Friday when only just over 1,000 kits were landed. Even during the rest of the week, with supplies a little easier, merchants were counting themselves lucky to buy in at anything below £40 per kit.

The port went through another barren week with the distant water trawlers and, of five landings, two were White Sea trips. BUT again went without a single decent water trip landing and the Boston Group's Boston Keatrol (Skipper Peter Penry) easily came out on top with £39,023 from a 22-day Icelandic trip.

Despite fishing both easterly and westerly grounds, trawlers working off Iceland reported slack fishing all round. Consolidated Fisheries' Alderhot (Skipper Ally Cull) could only muster 1,170 kits (value £32,820), while Boston's Prince Philip (Skipper Eddie Grant) had to settle on 843 kits (£25,147) after 17-day trip to make up the compliment of Icelandic landings.

Pick of the two White Seas trips was from Consolidated's Crystal Polce (Skipper Jimmy Haden) with £30,575 from 1,088 kits, split evenly between codstuffs and haddock, but again the markets rallied heavily on the middle waters to augment supplies which in the past have come from the distant waters at this time of year.

Osoke (Skipper Peter New-



Skipper Harry Thomsen

by) pushed the H. L. Taylor Ltd. company grossings record up to £33,398 with a landing of only 691 kits after a 15-day Faroes/Westerly trip. This included nearly 300 kits of cod and almost 100 of squid, and sold well around the £55 mark per kit, while BUT's top-tripper was Ross Jockol (Skipper "Paddy" McCarthy) on £18,008 from 937 kits.

Grimsby landed 16 near/middle water vessels during the week, including

the Lowestoft wet-fisher Boston Sea King which grossed £10,700 from a mixed bag of 480 kits, mostly cod, haddock and blackie. As with the distant water catches, most were inclined to be rather slack averaging about 500-600 kits.

With cod prices sky high, it came as no real surprise when the "Bojen boats" set up a new port pair team record with a combined tally of nearly £41,000.

Most of the seiners are finding the going rather sticky with the cod fishing shading badly, however they are getting into the dogs more and more and there was one enormous haul by Skipper Leif Gravenes in Edlei. She turned out over 360 kits of doge in a 399-kit landing to gross £8,295 after a seven-day trip.

Even this was not enough, though, to topple Skipper Harry Thomsen from the week's number one spot.

In Limondo Harry continued his remarkable run of trips by totting up £7,574 from 280 kits made up of plaice and a few dogs.

...ICELANDERS SE TO CASH IN

FOUR Icelandic vessels were scheduled to land at Grimsby this week following the successful visit to the port by the wat fish stern trawler Dogny last month.

On Tuesday the carrier Fylkir landed a haddock trip of 555 kits to make £14,311 and the stern trawler Stoltvik

grossed £82,572 from 2,044 kits, mostly of codstuffs, on Wednesday.

Also scheduled were Horenn, with about 2,350 kits on Thursday and today (Friday, October 8) a further 1,000 kits were due from Thorir.

So far, arrangements have already been made to land Sigluok and Arosell Sigurdsson II next week direct from trips and others are certain to follow.

As before, the vessels will be agents by Fylkir Ltd. Last week fish merchants were unanimous in their relief at hearing about these additional sources of supply after struggling through a spell of very low landings and extremely high auction

Fog grounds 'Sheriffmuir'

SALVAGE men were trying to refloat the former Lowestoft trawler Sheriffmuir this week. The vessel, now on oil-rig standby service, went aground on a beach in dense fog three miles north of Aberdeen harbour. The six-man crew waited for the tide to ebb before coming ashore.

BRANCH MOVES OFFICE

THE NEW Potarhead premises in the town. Because business had expanded so rapidly in Peterhead, the association decided to build the new offices which are in an ideal position at Seagate, adjacent to the harbour and the slipway.

Also present at the opening were the association chairman, Mr. J. F. Innes, and its secretary and manager, Mr. B. G. Whalley.

The Scottish Boat Owners' Mutual Insurance Association was founded at Buckie in 1919. Today it protects some 400 fishing vessels and has surveyors based at Buckie, Aberdeen, Fraserburgh, Lossiemouth and Peterhead. In addition, the association is represented by surveyor

agencies in a number of other ports including North Shields. The board of directors includes 25 skipper-owners.

More details in our Peterhead monthly reports.

fishing news

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Pot 'raid' starts diver row

AN INCIDENT involving a group of Plymouth divers and a Devon boat has caused a row between Devon Fisheries Committee and the British Sub-Aqua Club.

The divers are considering taking legal action, while the Fisheries Committee agreed to press the case of Agriculture, Fisheries and Food to introduce legislation to control activities of the club.

It is alleged that the club's divers are engaged in pot-raiding. The trawlers have accused divers of raiding the trawlers' pots and questioned them.

Chris Holwell, the club's regional coach, said that the divers have been carrying out planned decompression following a deep dive.

Harry Worden, a fisheries officer, said divers had no right in the area.

THE ex-Boston wet-fisher 99-ton Boston Islander has been side-tracked. Lowestoft since last week, she was caught nearly 11 miles inside Irish waters.

The skipper of the 2,468-ton vessel, Jordan Kostin, was fined £100 — the maximum under Irish law — but his gear and catch worth £102,040 was confiscated.

The Irish Department of Agriculture was this week taking the fishing gear off the Bulgarian trawler, Aurelia. She didn't pay up her confiscation money of £102,040. It will take three days to remove the fish and gear.

Previous promises by Communist bloc vessels to pay confiscation money to have ships released have not been fully kept. In two recent cases, only a portion of the money sought has been paid, so this time the Irish authorities were being careful this time.

While Aurelia was tied up at the Cork quayside, the Irish Naval vessel Grinnin, a former British minesweeper, found the 2,500-ton Russian trawler Belomorje a mile inside the 12-mile limit, according to the Irish Navy.

The Russian trawler captain refused to halt and made off. She was chased four miles and fired on with 30 rounds from the minesweeper's 40mm gun. Some of the shots are reported to have gone just over the bows of the trawler, which halted 15 miles off

October 8, 1976

FISHING NEWS

Thirty shots halt Soviet trawler

CLAIMS by Irish fishermen that many trawlers in a huge Eastern Bloc fleet fishing off the Irish south and east coasts are poaching inside the Irish 12-mile limit were proved with staggering suddenness last week.

Two giant trawlers were arrested by the Irish Navy and one created a major international incident which led to a flurry of diplomatic activity by the Russians.

The first arrest, as reported in Fishing News last week, was of the 290 ft. factory trawler Aurelia from Bulgaria — she was caught nearly 11 miles inside Irish waters.

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Mackerel bid

From page one

least one more trip from Grimsby before going south. It is understood the venture involves grading and boxing fish at sea and the vessels will be working grounds enabling them to land catches daily. Unsubstantiated, fish would be sold for fish meal.

The scheme has taken Grimsby by surprise, for with the current fish meal price at £40 per ton, most of the vessels understood to be taking an interest would otherwise winter operating.

This would begin early in December or late November off the Tyne and the Humber. There is also an element of doubt about certain vessels' capabilities to exploit what is to most Grimsby skippers an unknown type of fishing. Mackerel are notoriously fast fish and most Grimsby vessels are not built with large enough engines for high speed towing.

These points, however, are being stressed to interested skippers and owners and ways of increasing towing speeds with new gear are being reviewed.

South-west sources are reported to be sceptical about the venture. Landing speeds are now at a premium in Plymouth.

With Millbay dock open for only two hours a day because of tide, vessels are delayed for up to 10 hours at a time if their discharge is not completed quickly enough.

Tremore, Co. Waterford.

A Naval boarding party formally arrested the Russian vessel, skippered by 34-year-old Nikolai Shinkaruk from Murmansk, but he refused to co-operate.

He claimed that the Irish Navy was guilty of piracy — contacted his Embassy in Dublin and refused to bring his ship to Cork after the arrest at 5 pm on Wednesday last week. For a time, it was her second "catch" within 48 hours. She was the ship which arrested Aurelia.

More Russian trawlers, including a sister-ship of Belomorje — Kotelnick — rushed to the scene and the Irish Navy sent another minesweeper, Dunbar, to pick up Irish Army troops from Dunmore East and then go to aid Grinnin.

Russian Embassy officials contacted the Irish Government and there were some moves to get the Irish to release the trawler. But the Government stood firm. It informed the Russians that, irrespective of the outcome of the case, the trawler had been properly arrested. Under sea law she should go to the specified Irish port to face charges.

The Russian claimed his engines were out of action, but Irish Naval engineers sent aboard inspected them and said they were not. Then the Irish told the Russians they would send troops aboard to reinforce the armed Irish sailors, take forcible command of the ship and sail her to Cork, or else tow her there.

At 8 pm on Thursday last week, the Russian skipper agreed to move after an Irish Army interpreter had spoken to him. The ship arrived in Cork at 1 am on Friday morning.

The Russian trawler Belomorje safely tied up at Cork after the chase.

on the quayside in Cork as the Russian ship docked, described the scene:

"The Russian trawler was massive. She dwarfed the warehouse as she docked at Custom House Quay, where Irish police were waiting.

"She is crewed by 111 Russians — including five women — and had 25 tons of

mackerel and herring in her holds.

"The Russian and the Bulgarian vessels were berthed just a few hundred yards away from each other.

"To imagine them as only part of a massive fleet outside the 12-mile limit, and to compare them with the small

CHEQUE STOPS FISHING

A 'BOUNCED' cheque struck terror into the hearts of a group of mackerel skippers working off Falmouth recently.

The fleet was filling up as it headed for heavy fishing when a fisherman radioed from a boat in harbour that a cheque handed out by a mackerel buying firm had 'bounced'.

Skippers at sea fishing for the firm rented and swore over the radio as they feared their market had collapsed. They left for port 'to sort it out'.

Boats fishing for other firms and co-ops joined in the radio chatter with remarks like: "What do you expect if you fish for cowboys like them?"

Then, when about half the fleet had reached the harbour entrance, came another call: "Keep fishing — the cheque was drawn on the wrong account!"

New Net Monitor

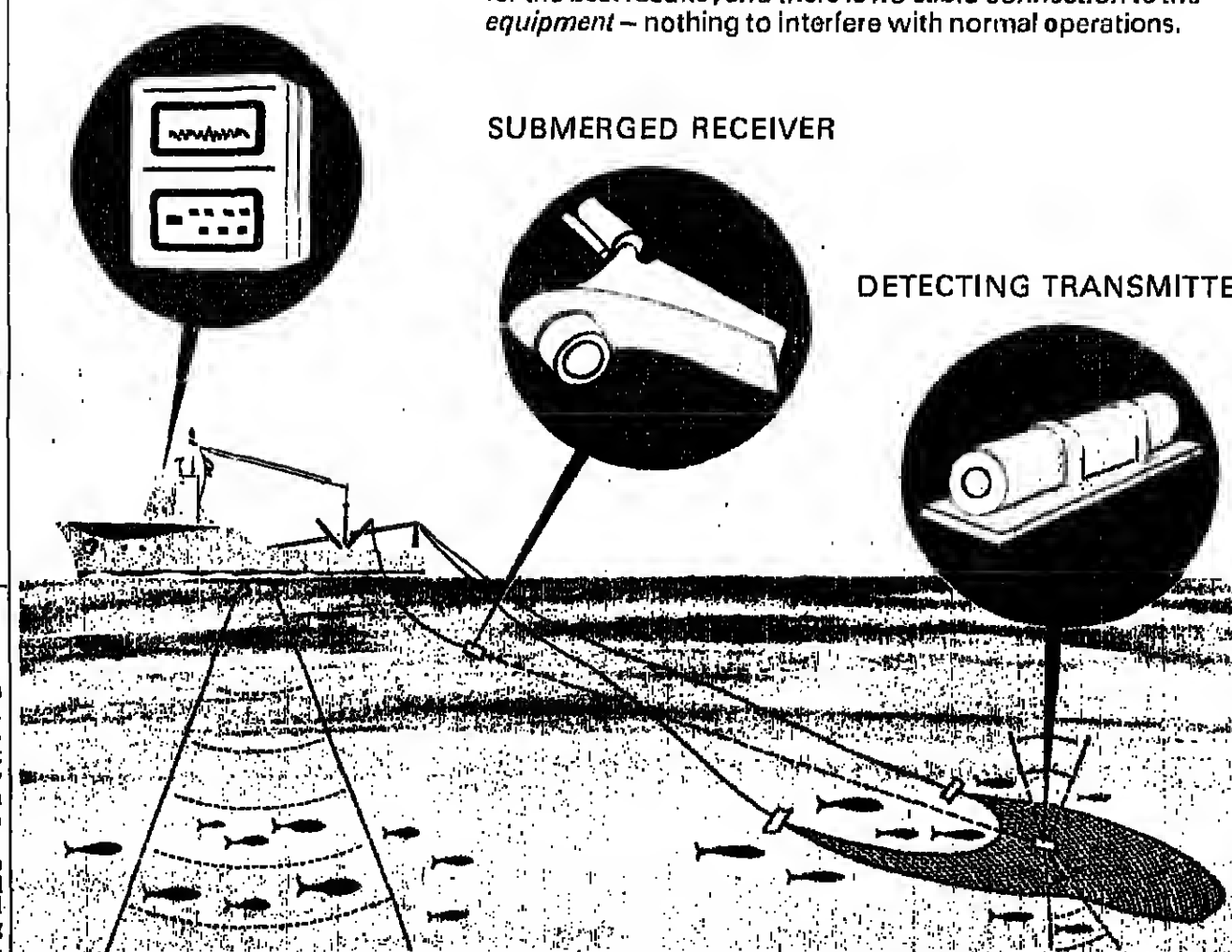
for bigger hauls and safer nets

Marconi Marine's new Net Monitor NM850A shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. If required, it will monitor water temperature at the net, too. You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.

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EVERYONE involved in the British fishing industry must sometimes feel that the whole world is conspiring against them.

The past few years have seen change of such rapid and far-reaching nature that many must wonder if the industry can ever again settle to a stable life with reasonable incomes and a secure future.

British fishermen are not alone in feeling the impacts of change. The soaring costs of fuel and the other necessities of the fisherman's life have affected fishermen throughout western Europe.

During the difficult period from the summer of 1973 to the summer of 1974, overall operating costs for the British, Irish, French and Italian fishing industries all rose by 30 per cent. Costs have continued to go up since.

So there is a certain demerit of fish stocks in the North Sea and the way in which the problems North-East Atlantic have left and pressures in fisheries fishermen in many member states have been felt throughout the states with depleted catches and smaller quotas.

When the common fisheries policy was established in 1975, you find that the UK dropped by 11 per cent, Ireland by 9 per cent, France by 9 per cent, Germany by 14 per cent.

Employment in the fishing industry has been affected as well. It has fallen in most Community member states, but particularly in Germany, the Netherlands and the United Kingdom.

Iceland's action in unilaterally extending fisheries limits has affected the German as well as the British industry.

Coming events — particularly the anticipated extension of limits — cast shadows before them. It is, of course, British fishermen who rely most on waters which will be within the 200-mile limits of countries like Iceland and Norway which do not belong to the European Community.

Some 370,000 tonnes of the British catch came from such foreign waters in 1973 — about one-third of the total UK catch.

German fishermen were catching two-thirds of their

IN THIS paper presented at the Aberdeen International Fisheries Conference, MICHAEL BARENDT* explains the situation facing European fishing nations as member and non-member countries of the European Economic Community.

fish in these non-Community waters. It's a smaller quantity, but in total than the British, Irish, French and Italian fishing industries all rose by 30 per cent. Costs have continued to go up since.

The position of individual fishermen via a via the food industry is being strengthened by the establishment of producer organisations throughout the Nine, making it less easy for the big company buyer to dictate terms to producers.

The biggest rise in value was for fresh fish and crustacean exports, mostly to other

EEC countries. Such a flow of trade is an integral part of a Community fisheries policy.

A common system of price support is another key element in the Community policy, together with a common approach to imports from non-EEC countries.

While not always providing the level of support and protection which fishermen would like to see, these mechanisms have made an important contribution to stabilising fish prices in Britain.

The position of individual fishermen via a via the food industry is being strengthened by the establishment of producer organisations throughout the Nine, making it less easy for the big company buyer to dictate terms to producers.

We are now forced to recognise that, unless we can effectively manage the resources of the sea, there will be precious little fish to market and a declining

producer

organisations are becoming a powerful force in the fishing industry in the United Kingdom as elsewhere, with responsibilities and powers to improve the marketing of fish and to improve the returns to fishermen.

When the Six adopted a common policy for fisheries, the free trade and price support elements in the policy were of paramount importance. Few could anticipate the pace at which fish stocks could dwindle and at which international thinking on fishing limits would develop in the early 1970's, although the Treaty of Accession made some provision for this.

We are now forced to recognise that, unless we can effectively manage the resources of the sea, there will be precious little fish to market and a declining

producer

fishing industry. We are concerned ourselves with the medium and long-term future. And that means managing the resources together.

It is the European Commission's job to put forward to the Council of Ministers proposals which fairly represent the interests of the Community as a whole. We need a modified common fisheries policy.

This policy should be geared to rebuilding stocks and not just to saving them at current levels. To achieve this it is important that the member states' Community disciplines and EEC waters.

The Nine have agreed the Council of Ministers: a Community limit of miles should be introduced

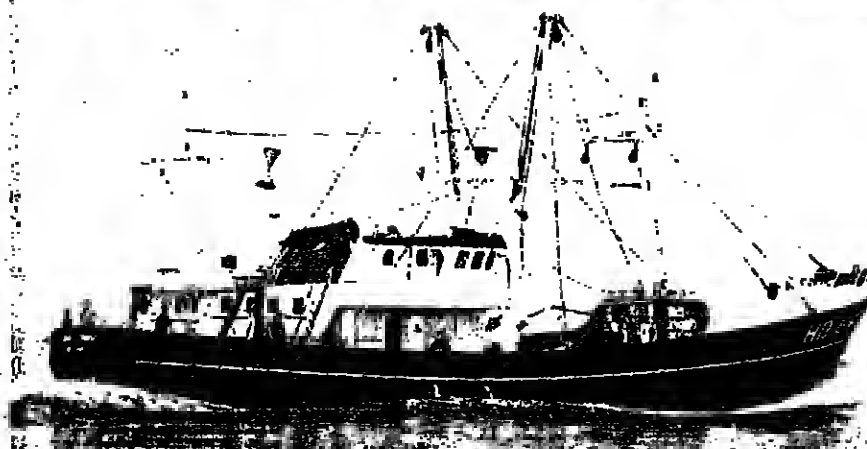
October 1, 1976

October 8, 1976

October 8, 1976

FISHING NEWS

WHAT PARTNERSHIP MEANS IN EEC FISHING



necessary before the conclusion of the Law of the Sea Conference, in order to avoid exploitation of fish stocks when countries like Canada, the United States and the Faroes restrict fishing in their waters.

The Council has agreed to concerted action in extending limits to 200 miles, with fishing within these limits

subject to the common fisheries policy. The Nine will decide shortly how it should implement this policy.

Declaration of a 200-mile Community limit immediately raises the question of non-EEC fleets which fish in these waters, and particularly Russian and Polish boats which catch substantial quantities of fish in waters which will comprise the Community's 200-mile zone.

These countries have little to offer our fishermen in return for fishing rights in Community waters and there is no particular reason to suppose that their operations will be permitted to continue.

The Commission believes that their industrial fishing operations should eventually cease.

The Community approach to Norway — specially from

British and German fisheries — and Iceland is clearly different, because we have mutual interests. Norwegians in particular rely on Community waters for their supplies of certain species and we rely upon theirs. EEC access to their waters is important. Both Iceland and Norway have special free trade agreements with the Nine covering fish and other products.

If the tariff concessions on fish which the Norwegians enjoy under this agreement were to be withdrawn, the Norwegians would have to sell an additional 65,000 tonnes of fish to get the same return. These are important factors in agreeing mutual access for Community and Norwegian fishermen in each other's waters.

Thus, a cutback in fishing for one member state in third country waters would be reflected in a reduction in other member states' ton. A five per cent reserve would be set aside for special purposes.

Abused

The quotas voted in the North-Atlantic Fisheries Commission have a bad name with fishermen. It is said that even when a member government of NEAFC accepts the quotas, these quotas are abused by their fishermen and not strictly applied.

The EEC would provide much more effective implementation of quotas, for we would not be talking of gentlemen's agreements to be unilaterally rejected by a signatory country.

Quotas would be agreed in Community law by a decision of the Council of Ministers and would have the force of national law. Member states could be taken before the Court of Justice for failing to implement the quotas and assessment of the catches could be verified at Community level. The Community's system of law would link all conservation measures, including trawl-free zones, seasonal restrictions and limitations on gear.

Such measures could only be introduced by the Nine working together and would clearly be policed by the member states. Whereas policing is at present confined to 12 miles off our coasts, the Community system would allow for policing far beyond that, allowing proper protection of breeding grounds outside present limits. Such policing would be in the hands of the national authority whose economic zone this was.

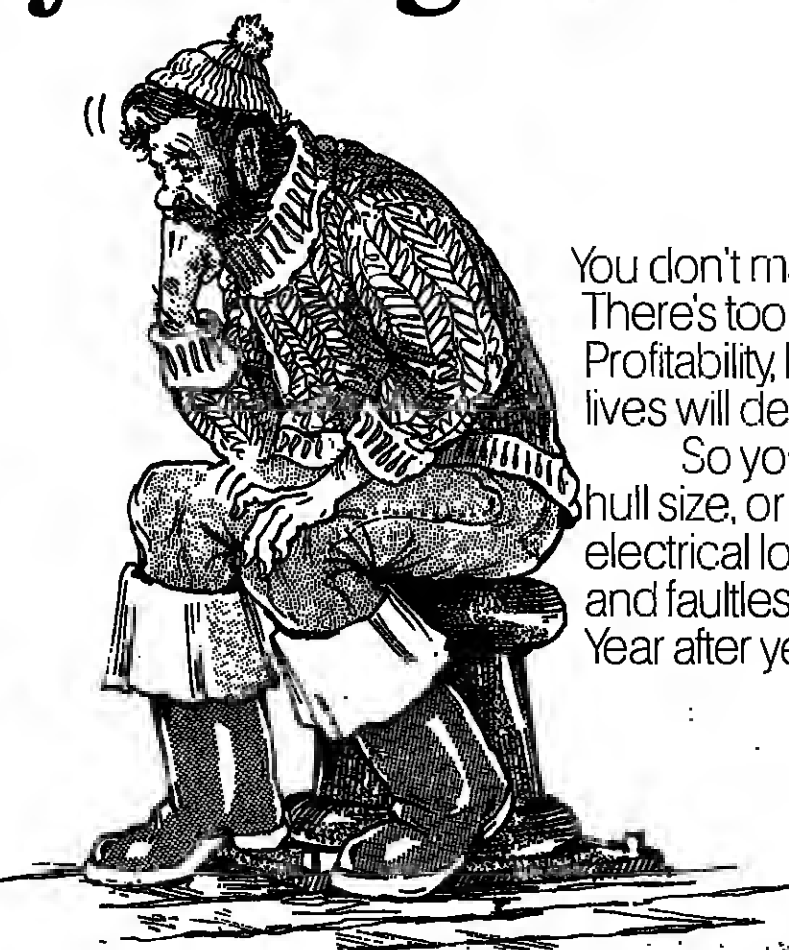
For example, the grounds off the Dutch coast which are so important for herring stocks could be protected in the interests of all North Sea fishermen, and fishing specifically for fish meal, taking fry and damaging breeding grounds, would be phased out for good.

The extension of fisheries limits by non-Community countries, combined with the rocketing costs of fuel and other necessities, has already had a serious impact on Britain's distant water fisheries and the Commission will be proposing measures to

Based in London, Michael Barendt is a fisheries expert. He is a member of the Commission of the European Communities.

We seek to secure the long-term future of the fishing industry and to achieve that within the catch limits of

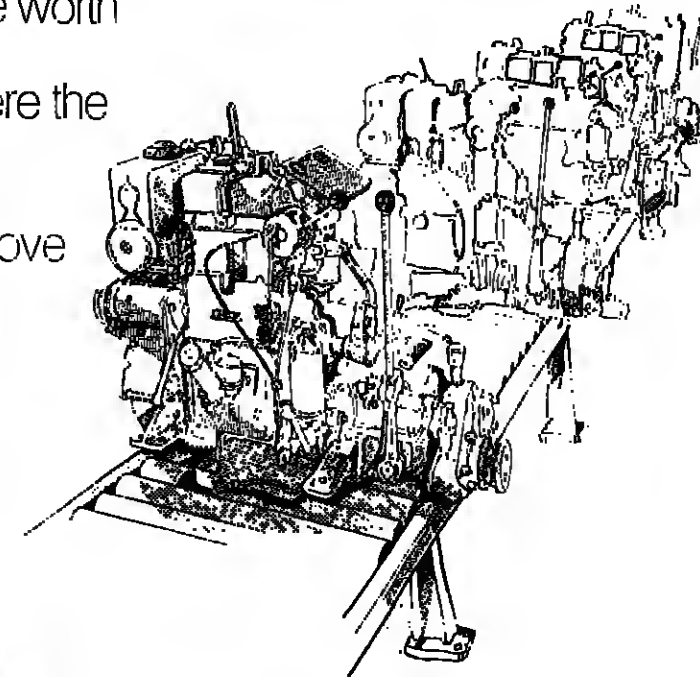
You should never buy your engines in a hurry.



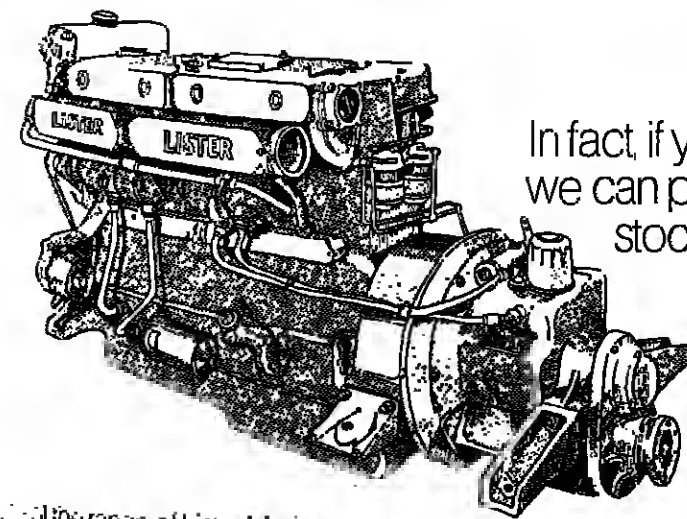
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The French brawler owners are firmly against any major changes in the Common Fisheries Policy. Trawlers like these — seen fishing on ice at Boulogne — would be allocated quotas of fish off the British coast under present EEC thinking.

FISH HANDLING, processing and marketing

Plant moving nearer mussel source

THE Ayrshire firm Neil Gibson and Co., which specialises in processing mussels, cockles and crabs, is to move closer to its source of supply by building a factory at Helmsdale.

Recently it was informed by the Scottish Economic Planning Department that it could go ahead with a £53,000 seafood factory near the harbour at Helmsdale. This is less than 40 miles from the mussel beds off Tain, in the Dornoch Firth.

The new factory will have an area of 2,900 sq. ft. and is expected to provide jobs for three men and 10 women full time, or up to 30 women part-time.

Loan

The firm has been given a £12,000 loan from the Highlands and Islands Development Board for processing equipment and plant.

Neil Gibson said: "This project has been on the go for three years now — and there is nothing to stop the building going ahead. Just as soon as it is ready we will start work."

He is already inviting applications for jobs in an area where there is high unemployment.

Up to now, the company has had to rely on nine-ton loads of unshelled mussels being transported by road from Tain to Ayrshire once or twice a week. A factory closer to the mussel beds is obviously more economic, added Mr. Gibson.

TIME IS running out on Billingsgate fish market. After years of talk about redevelopment, London's market still stands firmly beside the River Thames where it has been for centuries... but this cannot go on much longer.

The market will shortly be holding up a road development which has been creeping up on it. The last stage of this scheme is about to be completed and the market's delivery vehicles and lorry park already blocks off part of a dual carriageway.

The situation has only been allowed to continue because the traffic authorities are thought to be working on the premises that the market powers are in the process of planning and rebuilding the site.

Another shadow which has been hanging over the future of Billingsgate is the much delayed application of the Food Hygiene (Market, Stall & Delivery Vehicles) Regulations.

Since 1961, the public health authorities, local and national, have been disturbed by how much the buildings of Billingsgate, let alone their personnel, fall short of the requirements of food hygiene regulations. Again the promise of a new hygiene market has managed to save off their demands.

Somewhat belatedly, the

BILLINGSGATE —why not a merger with meat, veg?

City Corporation began to draw up plans for redevelopment. The schemes included multi-storey buildings with elaborate mechanical handling systems and heavy-duty lifts.

Inevitably, these schemes were overtaken by inflation before they left the drawing board. Then came the idea of co-development with the owners of an adjoining property which would have provided a long, three-storey market with five floors of commercial offices on top. But delays in obtaining planning permission and an office

development permit meant that the boom in City offices had passed, and the co-developer was forced to withdraw.

The corporation, forced back on its own resources, next put forward a plan which would require the construction of a new building on the present lorry park, while the existing market was gutted to make room for a severely rationed number of delivery vehicles. Among other things this plan envisaged timed arrivals of retailers, who would be allocated times to buy.

Not everyone would be allowed to hear the 6 o'clock bell!

Until this last incredible exercise the London Wholesale Fish Merchants' Association, representing the tenants of the market, had worked closely with the corporation, but now it has revolted. Such a plan was clearly unworkable, both during and after completion.

Doubts arose about the corporation's good faith in ever producing a new market. The merchants were aware that a faction of the Court of Common Council saw Billingsgate

as a highly seable site, once the present depression is over. Even more favourably inclined councillors were insisting that the market must pay its way: rent and full income must equal both the overheads and capital costs.

The argument that, as the market served a region rather than a city the Government should be approached for help, was rebuffed with vague threats that Government money brought Government interference.

The merchants, being satisfied that no viable plan likely to rise within the City, decided that they must take steps themselves to safeguard the future of their businesses. They found their position as weekly tenants unsatisfactory for planning and investment, so they began to look for sites which would be under their own control.

Sites in East London, including dockland where changes in cargo handling have left warehouses empty, have been explored. A discarded engineering factory in Bow is now the subject of an outline planning application by the association to the London Borough of Tower Hamlets.

The local authority sees the move as providing income and work in an area much affected by the movement of industry away from central London.

Not all of the residents of the area are so happy at the prospect of a fish market as a neighbour, and a petition has been launched against it. The council has now deferred its decision and is exploring with the association, possible alternatives.

There is, however, a very good case for Billingsgate going west. To Nine Elms on the other side of the river.

There is room on the site for such development. The new Covent Garden vegetable market is under-occupied and more clients for the authority and services would be welcome.

Many customers of both markets are dual-traders, handling both fish and vegetables. Buyers for catering premises of all sizes could be encouraged to shop on the same site. The market has cold storage, banking, transport and stall facilities required by both trades and these are capable of expansion.

The finances of such a scheme in these days of restricted capital expenditure would be an obvious problem, but one factor that should be considered is that the City of London would gain a private site for redevelopment, while shedding some of its traffic problems. It is also thought that funds exist in the EBC for assisting in this type of development.

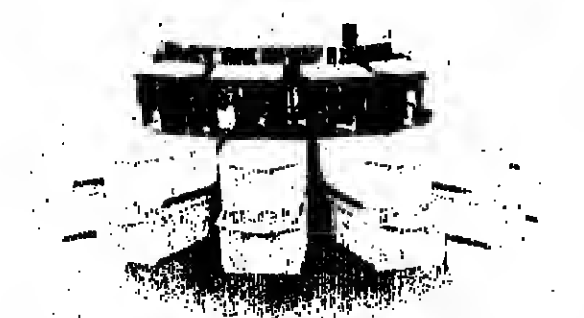
It is too much to expect that the various authorities concerned, all with so much to gain, should come together with the Greater London Council as regional planning authority to discuss the advantages and financing of such a scheme?

Incidentally, they might consider the future of Smithfield meat market, at the same time. It is a market beset with the facilities of declining demand, but and traffic congestion. Just think, Billingsgate, Covent Garden and Smithfield — all in the same place. We could have the 'Halls of the South'



Why Billingsgate has got to move: traffic held up as a lorry unloads.

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Dialing by tape

MANY fish merchants are saving valuable time by installing a GPO telephonic callmaker which cuts seconds off dialing time.

The Post Office has two types of Callmaker. One is the Tape callmaker, costing £10 a quarter rental and £8 to install. It can store up to 400 numbers in its magnetic tape 'memory bank'.

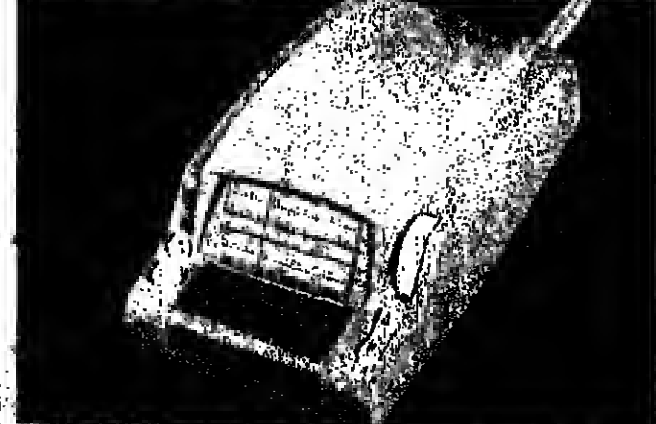
Using the finger-tip controls, the number required can be found in about six seconds. Once found all that is needed is the press of a button and the Tape callmaker automatically makes the call.

The other version is the Card callmaker and costs £6 a quarter rental. At a price of £5, it is slightly cheaper than the Tape to install. This device dials automatically by inser-

ting punched cards into a small box next to the phone.

The Card callmaker comes with 50 cards in a plastic box. Each card has a separate number and any number is mislaid. If a number is mislaid, it can be alphabetically indexed and used to dial again.

The Tape Callmaker stores 400 numbers.



GIVE US A CALL WHEN YOUR BOAT COMES IN

As any fisherman worth his salt will tell you the job has just started when the catch is in. And that's where we start.

We provide an impressive list of services, both to professional trawler operators and to fish wholesalers and distributors.

We operate a total of twelve cold stores throughout Britain, seven with fish freezing facilities, from Inverness to Lowestoft.

We realise quantity is not everything, which is why we provide a top quality service producing a top quality product monitored by our trained quality control staff.

And that doesn't just go for freezing and storage. We will take your products using our own refrigerated fleet of over 400 vehicles throughout the U.K. and Europe, and deliver them just where you want them.

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Cold Stores	Transport Depots	Branches	Grantham
Aylesford - 68,000 cu metres Preston Road, Aylesford, Kent Telephone 01783 52221 Telex 327524	Abbeystead Riverside Road, Abbeystead, York Telephone 01904 41111 Telex 327524	Barnham Wood Riverside Road, Barnham Wood, Norfolk Tel: 01493 52221 Telex 327524	Grantham Riverside Road, Grantham, Leics Tel: 01532 52221 Telex 327524
Dunwich - 104,000 cu metres Riverside Road, Dunwich, Suffolk Tel: 01493 52221 Telex 327524	Ashted Riverside Road, Ashted, Essex Tel: 01701 52221 Telex 327524	Doncaster Riverside Road, Doncaster, Yorks Tel: 01924 52221 Telex 327524	Hawick Riverside Road, Hawick, Berks Tel: 01344 52221 Telex 327524
Dunwich - 49,000 cu metres FPH Riverside Road, Dunwich, Suffolk Tel: 01493 52221 Telex 327524	Aylesford Riverside Road, Aylesford, Kent Tel: 01783 52221 Telex 327524	Doncaster Riverside Road, Doncaster, Yorks Tel: 01924 52221 Telex 327524	Lowestoft Riverside Road, Lowestoft, Suffolk Tel: 01493 52221 Telex 327524
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From page 13

coaster drums in Scotland. The drums have already been tried and tested by Marlin Ltd., the Devon curers, packers and exporters of marinated fish products, which recently ordered more than 6,000 of the 120 litre size to be shipped direct to its Nova Scotia operation.

ONE-TRIP FISH KIT

"ONE OF the first and now the largest supplier in Aberdeen of 1, 1 stone and 2 stone non-returnable cardboard boxes," is how DRG Merton Packaging was described.

A South London-based company, it supplies major ports. In Aberdeen it sells through two distributors — A. Leiper (Box-makers) Ltd. and Aberdeen Fish Curers & Merchants Association — and offers a quick service with box-printing facilities.

Marketing manager, Mike Foden, said at Catch '78 that the firm is very encouraged by the growing interest in its Pachyderm boxes.

The board, developed by DRG and used in Aberdeen since about 1988, is a water-proof solid fibreboard laminated with polythene on both sides of a specially-treated grey board core.

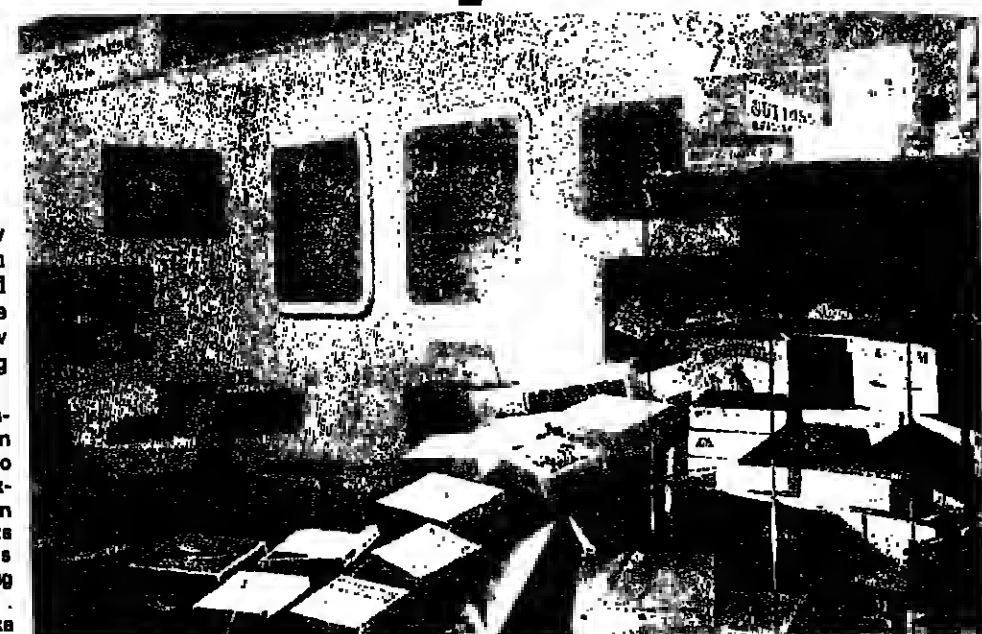
This material makes a durable non-returnable wet fish box which is able to resist water, ice, damp or freezing conditions.

DRG's latest and larger capacity box — the Marstone 4 — has been designed as a non-returnable general purpose open-topped fish box.

Manufactured from Pachyderm, this box has been developed mainly for transporting four stone of herring, or small fish, from the port of landing to other markets and processing plants.

The firm's non-returnable fish kits were introduced at Ayr and, since then, a steady issue of trial orders have been requested.

A number of enquiries from skippers were dealt with during the Aberdeen exhibition. Skippers are now showing an interest in landing direct from boat to market using the new materials, so eliminating some of the problems occurring with returnables.

Catch '76 product line**FREEZING PLANTS**

FORBES Refrigeration Ltd., founded only two years ago, was taking part in a Scottish fisheries exhibition for the first time.

The firm provides a complete service in industrial refrigeration and is able to offer the design, installation and commissioning of various types of refrigeration plant.

These in-depth resources are provided by close association with Hawson and Turrell Ltd. of Grimsby, which has been undertaking refrigeration contracts since 1948.

Much of Hawson and Turrell's work has been concerned with fish freezing plants. It can undertake an entire project through to installation and commissioning.

This way, given requirements can be met precisely with performance underwritten by a 12-month guarantee.

Therefore, any plant designed by Hawson and Turrell Ltd. being installed by Forbes Refrigeration (under the direction of Hawson and Turrell) has a guaranteed performance at a pre-determined cost.

Above: DRG Merton Packaging fish boxes. Customers include Suttons, Marr, Lawrence and Rae, Highlander, Magnum, Test Valley Trout and Icelandic Seafoods. Below: handling half-barrel Hascostar Nipco-style polyethylene drums. The new-type handles are moulded in.



GRIMSBY fish merchant and salmon specialist, Eric Macklam, has come up with his own way of beating inflation and helping the housewife with big savings on fresh salmon. And he really is making the fish trade sit up and take notice.

Concerned at the steep prices of fresh Scottish salmon, particularly at the beginning of the season when demand always outstrips supply, the small family firm has been flying in fresh salmon from America.

The fish is being caught by Indians using trawl nets off the north-west Pacific coast and their prices undercut the Scots by up to 40 per cent.

Hundreds of pounds of fresh-caught coho salmon, ranging in size from 2 to 4 lb. right up the scale up to monsters around the 40 lb. mark, are regularly — frequently on a daily basis — winging their way across the Atlantic from Seattle in Heathrow airport in only eight hours.

Even after the journey to Grimsby many fish have been caught for less than a day by the time they are on the last leg of their trip to consumer, or wholesale outlets.

At best the Scottish salmon, which Macklam's still handle, takes just as long — and sometimes even longer — to arrive at Grimsby. So, there is never any doubt about the freshness of the imports.

Frozen salmon has been

shipped from America for many years now by the trade, but this is the first time fresh fish have been brought in regularly on a proper commercial standing. The venture, pioneered by fish wholesaler and business partner Richard Macklam, looks like a very big winner indeed.

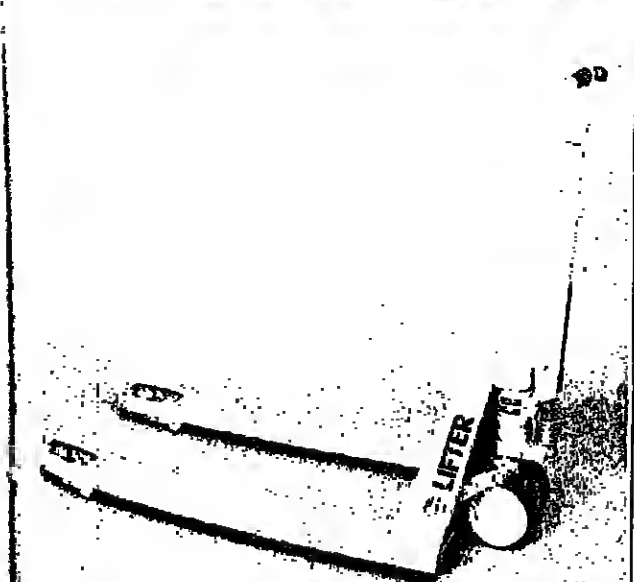
"We're still feeling our way to a certain extent as we're still in our first year and the business is still developing", Richard Macklam explained to *Fishing News*.

"It's important not to over-reach and handle the job properly from the start, otherwise it's not worth bothering with."

"The price of Scottish fish held very high this year, even after the season was in full swing, and we had to look around for an alternative source without sacrificing quality."

"It really is exciting to have the chance to offer high-quality fish to the housewife at prices which compete with their traditional choice."

"Not only that, but we've opened up another channel which has given us the opportunity to supply the better end of the market with a better type of fish."

TWO TONS AT A PUSH

The Rolatruo (above), designed and made in Sweden, is claimed to handle really heavy loads with the minimum of effort and maximum speed. The hand pallet truck can be pushed or pulled and has a simple-to-use control for hydraulically lifting loads. The manufacturers claim the Rolatruo needs no maintenance and can lift loads of up to two-tons clear of the ground. A handbrake is fitted and Rolatruo can operate on uneven ground.

'Popular' size fillet packs

WITH THE sharp increase in ownership of refrigerators with freezer compartments — some 300,000 were sold last year compared with 10,000 in 1971 — the major frozen food manufacturers are constantly expanding their pack sizes to meet the needs of this growing market sector.

Manufacturing trends towards smaller packs, and consumer preference for lower unit prices, has led to the launch of a new 2 lb size of its Hand-dish home freezer fish fillet range. There are five products in the range, each in new packaging featuring a transparent bag with a carrier handle and resealable top.

The products and suggested prices are: cod fillets at £1.28; haddock fillets at £1.32; plaice fillets at £1.55; breaded plaice fillets at £1.25; and battered cod fillets at £1.31.

Salmon comes faster from the USA

Eric Macklam.

Richard Macklam.

Richard Macklam keeps in daily touch with America and is just as aware of the salmon markets there as he is of those in Scotland, or the going rate for wet fish on the pontoon at Grimsby.

Such is the demand that he is now placing and receiving orders for tons of American frozen salmon, in addition to fresh fish.

There has been a certain amount of criticism of the American fish and some claims, mainly from Scotland and rival factors, that it falls short of the Scottish product. But Richard asserts the taste is very comparable and nearly impossible to detect from Scottish salmon when cooked. In any event the trade seems

to agree, as those full order books prove.

As the business continues to expand, the firm has installed new cold and refrigerated stores at its Murray Street premises to cope. It also carries on a very active trade in all types of wet fish.

Eric Macklam has come a long way in around 20 years as a merchant at Grimsby and looks to an even rosier future. Already he has another surprise up his sleeve and is buying top-quality tuna fish for the British canning industry.

But then there's a lot of things that are surprising about this enterprising outfit for Eric Macklam, a highly qualified electrical and

mechanical engineer by profession, became a fish merchant purely by accident.

Having a drink one evening after a rugby match, established merchant David Cleve bet him he couldn't sell the hundred lb fish without producing it and, above all, profitably.

Much to everyone's amazement Eric Macklam did just that, delivering the profitable "sale" the following day.

That wager changed his life completely, plunging him into the cut-and-thrust of fish merchandising.

"It was tough at first," he recalls, "and I've a lot to thank David Cleve for, as he nursed me along despite losing the bet."

And guess the fish which set Eric Macklam off on his new career in the pub that night. Yes, it was a frozen Pacific salmon!

**Distribution is A1 at South Kirkby.**

Within four miles of this busy A1 Inter-section is Frigoscandia's South Kirkby Centre — one of Europe's largest and most sophisticated cold storage, freezing and distribution complexes.

Here at any one time you'd find as much as 40,000 tons of raw material and packaged frozen foods held at pre-specified temperature levels down to -30°C ready for distributing to key population centres throughout the UK, rapidly and economically, via the A1 and motorway network.

South Kirkby was selected by Frigoscandia as a prime location following a major logistics study into road networks, British production and consumption areas. Since opening only five years ago the store has quadrupled in size and now offers facilities including bonded storage, inspection, contract packing, bulk break-up, order assembly and detailed refrigerated

distribution work. A unique package of freezing services is also available to customers for processing products in I.Q.F. or bulk form.

Frigoscandia storage and distribution centres like South Kirkby can now be found within or nearby 20 major European cities.

Each Frigoscandia centre specialises in service deals on storage, handling, freezing and distribution which can be tailored precisely to meet a wide range of customers' needs.

Post the coupon now for more details of how our services from South Kirkby (or from any of our other UK cold stores in London, Liverpool, King's Lynn and Bellshill, near Glasgow) can help you.

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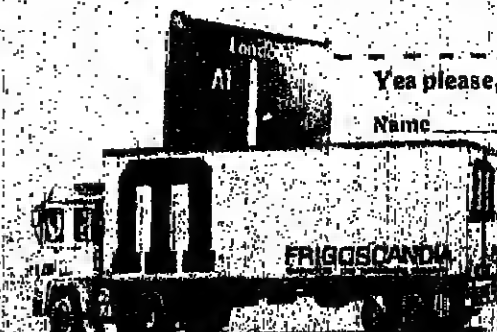
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FISH HANDLING, processing and marketing

BIRDS EYE CHIEF PREDICTS:

Frozen foods boom in the regions

SCOTLAND, along with the north and west regions, could lead a 50 per cent growth in demand for frozen foods by 1980.

This was predicted on Monday by the chairman of Birds Eye Foods Ltd., Kenneth Webb, at a seminar in London.

Setting the tone of the

seminar, entitled *Frozen Foods: Are We Ready for Tomorrow?* Mr. Webb pointed out that exciting developments had been taking place in retail trading in the regions, such as the growth of superstores in the north of England and in central Scotland.

Mr. Webb said: "We know that there are fewer home freezer centres in the far north and in the West Country. We know, too, that the level of home freezer and refrigerator ownership is less in these areas than in the main centres of population and in London and the Home Counties. So we can anticipate growth in these areas."

"In the 'provinces' they have always spent heavily on food, and I believe there could be more money available for consumer spending of this kind in the regions in the next two decades, if only because the mortgage, motor and other commitments of those who live in London and the Home Counties are disproportionately higher."

"One question that we should, therefore, ask ourselves in this industry is: Are we ready for tomorrow in the regions? Are we ready for economic and consumer devolution as well as political devolution?"

"I believe that the move in Scotland is due to a continued considerable expansion over the next few years. Innovation in trade may come in future from regions and not from London."



Kenneth Webb

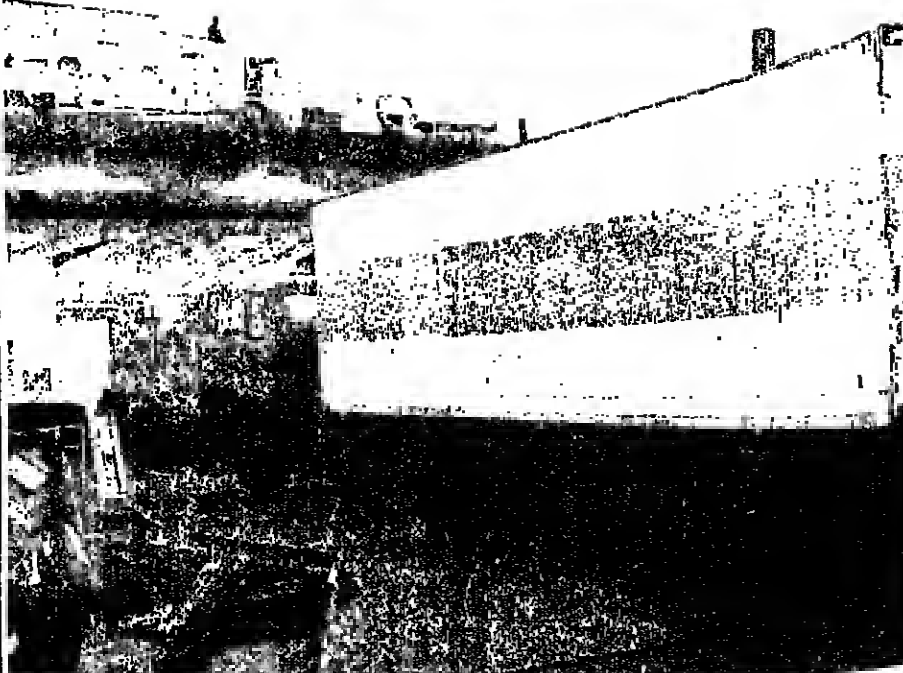
CENTRE OPENS

TV PERSONALITY Fyfe Robertson has officially opened Frigoscandia's new cold storage, freezing and distribution centre at Bellshill, near Glasgow.

Work began on the £1.1 million project last year and the first phase of development — a fish freezing factory — was operational within six months.

The cold store, like the fish plant, has been designed and built under Frigoscandia's own project management team. It can hold around 9,000 tons of frozen produce.

Fast route to Holland



A fish lorry being driven aboard Otter Kest for the night sailing.

THERE IS a wide choice of shipping lines to use when transporting fish to the Continent by lorry. One line which is growing in popularity is the Otter Line which runs a twice-daily service from Sheerness, Kent, to Flushing, Holland.

Much of the fish going by this route is mackerel from the West Country. Lorries travel up by day to Sheerness, much of this journey being on motorways. The night sailing leaves at 10 o'clock and, early the next morning, the lorry is on the roads of Holland.

Shrimp

Flushing has good motorway connections to most Dutch centres and many of the lorries can turn round and come back the same day.

In addition to mackerel, shrimps and prawns are shipped this way.

Refrigerated lorries plug the cooling machinery into the ship's electrical supply and drivers are given free accommodation and meals.

The traffic is not all one way. Cod from Poland comes into the country by this route and the continuing increase in trade is leading the operators to consider an increase in capacity.



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New small diesel for heavy duty work

THE FIRST boat in Britain to be fitted with a Sabb F diesel is Fulmar, based on a Halmatic 36ft. Mk.2 GRP hull.

She has been completed at James McCaughy's boatyard, Wick, for Alan Jackson and Ian Cox who will use her for stern trawling and potting from Gairloch, in Ross-shire.

The Sabb F diesel incorporates the unique Sabb clutch and reduction unit which drives a hydraulically operated controllable pitch propeller (Sabb's HVP system).

Sabb Motor A.S. has been producing the HVP system four cylinder 88 hp — and six cylinder 100 hp — engines at its works near Bergen, Norway, for several years.

They are based on Ford 2710 engines which have been marinised with success by several companies in the UK. HVP stands for hydraulic variable pitch. It is because it incorporates the HVP system that a Sabb F diesel differs from all other marine versions of Ford 2710 engines.

Because of this feature, the engine is well suited for use in boats like trawlers and tugs intended for heavy duty.

The F6380 HVP engine fitted in Fulmar has a continuous DIN B rating of 100 hp at 2200 rpm. It drives a 32 in. diameter, three-blade propeller through a 3:1 reduction gear and gives the boat a cruising speed of 8½ knots at 1600 rpm. It weighs a little over 1500 lb. and consumes 4.4 gallons of fuel oil an hour.

The smaller Sabb F4254 HVP has a continuous DIN B rating of 68 hp at 2200 rpm. Like the six cylinder model, its cylinder bore is 4.22 in., stroke 4.52 in. and compression ratio 18:1.

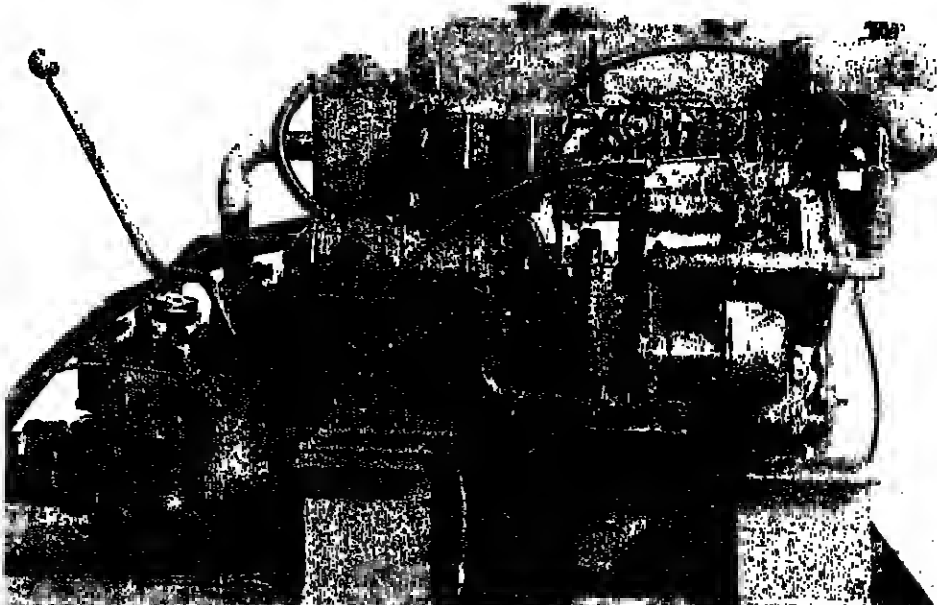
Its cubic capacity is 4.15 litres (254 cu.in.) as compared to the bigger engine's 6.22 litres (380 cu.in.). It weighs a little over 1,200 lb. and consumes 3.07 gallons an hour.

Sabb F units are direct injection engines with pressure fed lubrication systems and Bowman oil coolers. They have closed cooling systems with impeller-type circulating and sea water pumps, and are available with 2:1, 3:1 and 4:1 reduction gears.

Hydraulic pumps can be driven from take-offs to power deck machinery like the North Sea winch and pot hauler in Fulmar.

The owners of Fulmar have so much faith in their new engine that they took her round the north of Scotland to Gairloch immediately after engine trials.

The 36ft. Fulmar is the first boat in the UK to be fitted with Sabb's new F diesel engine. Based on a Halmatic GRP hull, she was completed at the James McCaughy boatyard at Wick.



The Sabb F diesel, a marine version of the Ford 2710 engine.

I have heard that, during the 400 or so hours it has been running, they have found finger-tip control of propeller pitch and ability to combine high pitch with low engine revolutions in calm conditions to be unexpectedly useful features of the engine.

Two more Sabb F engines are now on order for installation in fishing boats in the UK and I gather that they may be built here under licence before long.

If that is the case, they are likely to be built by Emsworth Marine Engineering Ltd. at its works in Thorney Road, Emsworth, Hampshire, as the franchise for Sabb diesels in the UK was transferred to this firm in August this year.

E.M.E. is a subsidiary of A. R. Savage Ltd. and is now sole concessionaire in this country for the range of 10 engines between 8 and 100 hp produced by Sabb Motor A/S at Damsgard, near Bergen.

It will employ engineers trained at the works in Damsgard, carry large stocks of spares and be capable of carrying out repair and maintenance work of all kinds.

I understand that Mr. C. W. Richardson, previously technical sales director for Sabb Diesels UK, will continue to act in a similar capacity for Emsworth Marine Engineering and to pay regular visits to fishing ports to ensure that efficient servicing facilities are maintained.

John Burgess' Log



HARD CHINE HULL?

IN MY Log of August 20 I roared asked if it was possible to buy a simulated clincker-built GRP hull strong enough for working off a pebble beach.

At the time I did not know of anyone who modelled such a hull. I have now received details and photographs of a

type of hull in regular production, which nearly matched his requirements.

Another reader now wants to know whether there is a moulder of deep-keeled, hard chine GRP hulls between 34 and 48 ft. long suitable for completion as trawlers. Should there be any, I should be grateful for specifications to send to him.

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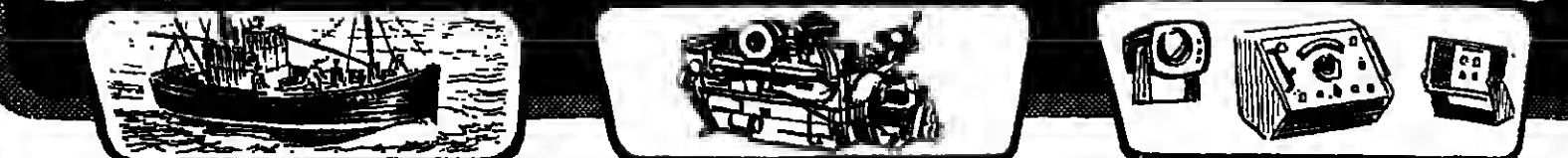
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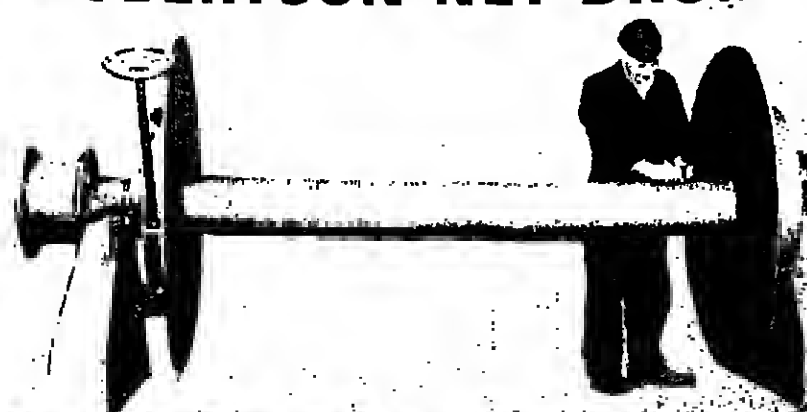
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